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CENTRAL INTELLIGENCE AGENCY

REPORT NO.

INFORMATION REPORT

CD NO.

25X1A

COUNTRY USSR (Leningrad Oblast)

DATE DISTR. 25 March 1957

SUBJECT Railroad Car Plant in Leningrad

NO. OF PAGES 2

25X1A PLACE ACQUIRED

NO. OF ENCLS. 1
(LISTED BELOW)

25X1C DATE OF INFO.

SUPPLEMENT TO REPORT NO.

REFERENCE COPY

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1. The railroad car plant was in the eastern part of Leningrad, north of the Aleksandrovsky section of the town and south of the Warsaw railroad station. It was an old plant which was partly damaged during the war and was being reconstructed in 1947. However, the production of railroad cars started in 1946.
2. The plant comprised two foundries, a forge, several axle-turning shops, a machine shop for the production of component parts, two carpentry shops, one large welding shop for the construction of railroad car superstructures, painting shops, two boilerhouses, and two assembly departments. Power was supplied through a plant-owned transformer station from a power plant located about 500 meters south of the plant on the highway leading to Moscow. The plant had numerous spur tracks. *
3. In 1947, when only half the plant was in operation, twenty express train coaches were produced monthly for the "Blue Express". According to source, the plant would produce forty all-metal cars per month when the plant expansion was completed. The completed railroad cars were delivered to Moscow. Steel plates arrived from Stalingrad and Kiev, allegedly from subsidiary plants of this railroad car plant. In 1946 shipments from Kiev also included completed axles and wheels. These parts were later manufactured in the plant itself.
4. In 1947 the plant employed 4,000 men. According to Soviet workmen, the plant allegedly employed 3,000 workers before the war. In mid-1947, twenty German engineers were employed in the technical office. Later some of them were sent to Moscow and the rest were discharged with the other Germans. Work was done in three shifts.
5. The plant was surrounded by a 2.5 meter-high wooden fence and watchtowers and was guarded by civilian sentries. **

25X1A Comment. For layout sketch of the plant, see Annex. From this report, it appears quite definite that this plant is the Yegorov Railroad Car Plant described in a previous report.

25X1A ** Comment. The date of observation of this report is about the same as that of the reference report. However, the information given in this report is more detailed, especially with regard to the layout and equipment of the plant. The reported production figures are slightly higher than those

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previously given. According to the earlier report, the plant
employed only 3,000 workers in 1947.

1 Annex: Sketch

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Attachment

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Legend:

1. Axle-turning shop, comprising four sub-departments, equipped with 140 lathes each operated by a female worker. Male workers were only occasionally assigned to this shop.
2. Axle-turning shop and milling shop, equipped with 30 lathes and milling machines.
3. Machine shop, equipped with about 40 lathes, milling and boring machines of German make.
4. Painting shop.
5. Painting shop.
6. Painting shop. Double tracks led from this shop to the other paint shops.
7. Welding shop where the all-metal cars were welded. Five tracks led through the shop. Outside the building, on the south side, was a travelling crane used to move the completed cars to the painting shops.
8. Railroad car assembly shop. Two tracks connected by a switch led through the building. The building was still under construction in mid-1947.
9. Railroad car assembly shop. Construction work was suspended after half of the building was completed in mid-1947.
10. Depot for railroad car parts and tools.
11. Carpentry shop where plywood for railroad car construction was manufactured. This shop had a wood drying chamber and a small warehouse.
12. Boilerhouse with six boilers. Part of this building was used to store materials.
13. Main carpentry shop where railroad car parts, windows and doors were produced.
14. Foundry, equipped with ten furnaces. Axle blanks and wheels were cast in this foundry.
15. Foundry, equipped with ten furnaces, completed by mid-1947. Axle blanks and wheels, as well as other railroad car parts, were produced in this foundry.
16. Forge and fitting shop. Its equipment included three large steam hammers.
17. Sawmill.
18. Scrap dump.
19. Coal and scrap dump.
20. PW camp, surrounded by a fence. In mid-1947 this camp housed 800 PWs. Later, the PWs were moved and the camp was used to billet 1,000 members of the Stalin youth.
21. Boilerhouse with six boilers.
22. Administration building with technical offices, kitchen and fire department.
23. Garage, kitchen, food supply depot.

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- 24. Fence.
 - 25. To the Warsaw railroad station.
 - 26. Post office.
 - 27. Skorokhod shoe factory.
 - 28. Elektrossila electro-technical factory (Elektrotechnische Fabrik).
 - 29. Mezhdunarodnaya Prospect.
- Eight large travelling cranes operated on tracks within the plant area.

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